

► **FAS Policy and Regulatory Programme Board (PRPB)**
October 2017 Meeting - Agenda & Notes; Version 0.2
 10.00 – 13.00, October 5th 2017, CAA House, Enterprise, K4, Kingsway

#	Agenda Item	Led by	Start
1	Introductions, agenda review	██████ (Chair)	10.00
2	DfT Update	██████	10:10
3	DSG feedback	Chair	10:25
	FAS Refresh & Governance		10:55
4	<ul style="list-style-type: none"> • Priority capability areas for 2020+ • PRPB ToRs <ul style="list-style-type: none"> • Role of PRPB going forward • Role of PRPB in investment decisions 	All	
5	FAS Fund Overview <ul style="list-style-type: none"> • Fund application – Low Noise Arrivals Metric • Project revisions 	Chair	11:45
6	PRPB Noise Task Force	Chair	12.00
7	FASVIG – Programme to date FASIIG – Feedback	██████ ██████	12:15
8	SDM PBN Workshop	██████████████	12:30
9	Airspace Projects <ul style="list-style-type: none"> • Incl. VOR rationalisation 	NERL	12.40
10	Any other business	Chair	12.55

Apologies: [redacted] (CAA), [redacted] (NATS), [redacted]

Actions and feedback: from 05 October 2017

<p>PRPB Chair welcome especially those attending for the first time or standing in for others:</p> <p>[redacted] (CAA) is a new member to the PRPB</p>	
<p>DfT Update</p> <p>The air navigation directions and guidance are likely to be published by the end of October with an effective date of the 1st of January 2018</p> <p>There are some areas where wording is still to be finalised such as the altitude based priorities.</p> <p>References to Permanent Planned Redistribution (PPR) of traffic have been removed.</p> <p>Further guidance will be needed to describe the CAA airspace plan requirements including scope, content and annual reporting, as required in “the Directions”.</p> <p>Potential re-consultation mid 2018 with revised Directions and Guidance in Q1 2019.</p> <p>Trilateral discussions with the DfT, CAA and NATS have been conducted about UK airspace modernisation. Potential for NATS to have responsibility for a/s change down to the ground, particularly as a backstop where airports cannot undertake a change. Options will be developed by the end of 2018.</p> <p>MoD raised a concern regarding the alignment of discussion within the above tri-partite and the ongoing MoD discussion on the Future State Project. A Joint and Integrated (J&I) approach is needed.</p> <p>NATS CEO, [redacted] will meet with the SoS on the 11th of November</p>	
<p>FAS Refresh and Governance</p> <p>DSG Chair options</p> <p>AOA, FASIIG and DfT have provided informal feedback. DSG is not for DfT to chair.</p> <p>An interim solution may be sought at the DSG on the 24th of November</p> <p>PRPB ToRS</p> <p>Update governance diagram to include FASI-N & S, objectives bullet point 2 and re distribute for agreement.</p> <p>Part –ATS policy development and link to PRPB; coordination between AAA and ISP</p> <p>Airspace Change Process</p> <p>Still some questions re the actual content to be produced publicly, on the portal.</p> <p>Heathrow are looking to develop the CPT SID and IPA options before the end of 2017. Heathrow R3 National Policy Statement requires a vote in parliament, there is no date for this.</p> <p>Clarity is needed as to how consultation responses, specifically numbers of responses and how association responses tally with individual responses. Consultation is not a referendum but numbers are used to justify some conclusions.</p> <p><i>Post meeting request from FASIIG</i> – an update on CAA recruitment aligned with the FAS Fund releases is requested</p> <p>FAS refresh</p> <p>Roles and responsibilities agreed through the DfT tripartite discussion need to be reflected</p>	<p>[redacted]</p> <p>[redacted] / [redacted]</p> <p>CAA to respond to FASIIG</p> <p>CAA (action is captured at the DSG)</p> <p>[redacted]</p> <p>[redacted]</p>

in the refresh; this may delay publication of the refresh to ensure this consistency.	
<p>FAS Fund Project update</p> <p>FAS Fund proposal an Developing a Low Power Arrivals Metric - feedback by PRPB members by the 13th of October</p> <p>The above project seems to be beneficial or at least inform the PBN PH3 work on VNAV and Noise benefits of PBN as well as the FASIIG discussion on presentation of Noise material (i.e. better presentation of CAP 1378 material) and also the CEF funded Noise research application that Heathrow coordinated; there seems a case to convene a noise study review just to make sure we are being joined up in our approach to Noise research initiatives, not necessarily to provide technical oversight of the projects. Action to arrange</p>	<p>Action – PRPB Members</p> <p>██████</p>
<p>FASVIG: Are working on a 2yr work programme to present to the IB in November, this will breakout management tasks from work programme tasks.</p> <p>FASIIG: Covered in other notes</p>	
<p>Airspace Change</p> <p>VOR Rationalisation; airports are startgin to look at options where VORs are removed; how can the CAA encourage that? AAA discussion is needed to see how this can be encouraged through the audit and review process. Action CAA AAA</p> <p>The best method Airline engagement in FAS-N & FASI-S is being explored</p> <p>Isle of Man / Antrim development will go live on the 9th of November</p> <p>FAB deployment across BOREALIS airspace is more financially beneficial and the potential PCP date delay is preferred so that deployment happens on the new ATRC Controller work positions.</p>	<p>██████</p> <p>NERL</p>
<p>SDM PBN</p> <p>Information only, there is an SDM workshop on the 19th of October, CAA is presenting on issues of deployment; Action: slides to be used will be circulated to PRPB</p>	<p>██████</p>
<p>AOB</p> <p>Next PRPB on the 2nd of November</p>	